

25X1

**Page Denied**

25 YEAR RE-REVIEW

## CENTRAL INTELLIGENCE AGENCY

## INFORMATION REPORT

This Document contains information affecting the National Defense of the United States, within the meaning of Title 18, Sections 793 and 794, of the U.S. Code, as amended. Its transmission or revelation of its contents to or receipt by an unauthorized person is prohibited by law. The reproduction of this form is prohibited.

SECRET/CONTROL US OFFICIALS ONLY  
SECURITY INFORMATION

25X1

COUNTRY	USSR (Pskov Oblast)	REPORT	
SUBJECT	Pskov Airfield and Nearby Military Installations	DATE DISTR.	27 October 1953
		NO. OF PAGES	7
DATE OF INFO.		REQUIREMENT NO.	RD
PLACE ACQUIRED		REFERENCES	25X1

This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.  
THE APPRAISAL OF CONTENT IS TENTATIVE.  
(FOR KEY SEE REVERSE)

25X1

1. Pskov (N 57-50, E 28-20) is the seat of administration of a rayon in the Leningrad Military District. Pskov is a large rail center and has harbor facilities. Its military significance lies in the fact that it is a garrison town for a number of army units, a storage center of materiel and raw goods, and that the Pskov Airfield, with its underground installations, is an important base of the Soviet Air Force. The Baltic states of Estonia and Latvia are militarily supplied from this city.
2. Pskov is situated near the former Soviet-Estonian border, south of Lake Pskov. The Velikaya River flows through the city and the Kremlin (seat of government) is on the east bank of the river at the point where the Pskov River (Nebenfluss) joins the Velikaya River. The city has 80,000 inhabitants and many old churches.
3. The Pskov Military Airfield is situated on the southeastern edge of the city. The underground installations begin at a point not far from the southeastern side of the Pskov Railroad Station and occupies the northern portion of the airfield area. The southeastern edge of the airfield is bound by the highway which leads to Leningrad. The southwestern edge of the airfield nearly extends to the Velikaya River and a rail line runs parallel to the boundary of the field on that side.
4. The airfield is laid out in an approximate north - south line. It is approximately four kilometers long and two and one-half kilometers wide. These dimensions do not include the underground installations. The airfield is on generally level ground although there are hills in the northwest and in the southwest. The field itself is flat. It is partially moist, particularly at its southernmost point. Swamp clearing work has been done and an underground drainage system has been laid as is shown in the sketches on pages 4 and 5.

SECRET/CONTROL US OFFICIALS ONLY

STATE	x	ARMY	x	NAVY	x	AIR	Ev	x	FBI		AEC						
-------	---	------	---	------	---	-----	----	---	-----	--	-----	--	--	--	--	--	--

(Note: Washington Distribution Indicated By "X"; Field Distribution By "#".)

25 YEAR RE-REVIEW

SECRET/CONTROL US OFFICIALS ONLY

25X1

- 2 -

5. The field has two concrete runways. They are both approximately 2,500 meters long and 120 meters wide. The runways are used by four-motored aircraft. [redacted] a third runway was to be built. [redacted]  
[redacted] The runways are shown on the sketch (No. 2). 25X1
6. There are numerous small and old buildings in the northeast section of the airfield. Only a portion of the buildings are made of stone, others are still in a state of disrepair (No. 10 on sketch). Three old damaged hangars (No. 9 on sketch) house training aircraft. These hangars were supposed to be torn down but were still standing when the area was last observed. There are several buildings, supposedly used for training, on the other side of the highway to Leningrad just opposite the southeastern boundary of the airfield (No. 11 on the sketch).
7. New underground aircraft hangars are located in the northern part of the airfield area. [redacted] 25X1  
[redacted] the hangars were intended to house 100 four-motored bombers. four-motored aircraft on the field [redacted]  
[redacted] These hangars are at No. 3 and 4 on sketch.
8. The underground hangars are constructed of concrete and have steel reinforced concrete pillars. They [redacted] 25X1  
are built into small hills in the northwest part of the field. Workshops and warehouses are located in the northeastern part of the field next to the underground hangars. They are shown at No. 4 on the sketch. The ground in this area is flat. The northeasternmost portion of these underground installations is connected by at least two tunnels to the ammunition dump (at No. 6 on the sketch) north of the road. There are bunker-like buildings in this area although the ammunition is supposedly stored underground. [redacted] 25X1  
[redacted] there was a narrow underground spur track in this area of the field. The entire area of underground installations is covered with young coniferous trees.
9. The entrances to the underground installations are on the highway which runs from the Pskov Railroad Station past the northern edge of the field. There are four wide entrances (No. 5 on the sketch) which are used by vehicles. Across the highway are smaller barracks (No. 8 on the sketch).
10. [redacted] the northern section of the installation was particularly difficult to construct because the area was swampy and first had to be drained and dried. 25X1
11. There is an aircraft fuel storage dump on the south side of the railroad line to Dno (N 57-50, E 29-58) not far, in a northwest direction, from the passenger railroad station of Pskov. This storage place (at No. 7 on the sketch) has above-ground as well as underground tanks. One or more pipes lead from the storage area underground to the aircraft hangars (No. 3 on the sketch). A larger fuel storage place is located according to Soviets six to eight kilometers east of Pskov in a woods near the railroad line to Dno (No. 14). This is a reserve storage place. [redacted] fuel tank-cars (four axles) at the loading tracks of the Bereza Railroad Station (No. 13). 25X1
12. Several rail lines touch the northern part of the airfield. There is, however, only one connecting spur in the northern part of the airfield. There are broad as well as narrow gauge tracks in the western section of the airfield which are either to be removed or laid elsewhere.

SECRET/CONTROL US OFFICIALS ONLY

SECRET/CONTROL US OFFICIALS ONLY

25X1

- 3 -

13. The exact number of aircraft at the airfield could not be determined. However, at given opportunities up to 50 aircraft, including four-motored airplanes, were seen. There were a number of biplanes in the eastern section of the airfield.
14. There is a large group of barracks on the western bank of the Velikaya River south of the highway bridge in the vicinity of the Kremlin (No. 16a). It is called the Omsk Barracks. The barracks are used by army units. Tanks and a greater number of other vehicles were seen at the barracks. Cavalry units are also supposed to be stationed there. West of these barracks is another camp. Adjacent is another barracks area whose buildings were severely damaged and appeared to be uninhabited. (See No. 18, 19, and 20 on the sketch for the disposition of these barracks.)
15. North of the above-mentioned barracks is a tannery and furriery for making flier's fur garments (see No. 17). The tannery and furriery which has mainly women workers is on the shore of the Velikaya River approximately opposite the point where the Pskov River joins it.
16. The so-called New Barracks are located south of the Omsk Barracks on the west bank of the Velikaya River at a point near where the Cherekha River flows into the Velikaya River. It may actually be farther south than is shown on the sketch at No. 22. In the northern section (No. 21) are the living quarters for officers and their families. The construction of these barracks was begun in 1948. They were definitely occupied by troops.
16. Troops are billeted in a former monastery located on the east bank of the Velikaya River near the point where the Cherekha River flows into it. The staff is housed in the monastery building proper while the enlisted personnel is housed in the large adjacent three-story barracks. There are seven or eight large buildings in the area (No. 23).
17. There is an artillery range located somewhere in the direction of the Estonian border. Sometimes the sound of artillery fire can be definitely heard in Pskov.
18. There are military dumps in the woods south of the Mnoga River on both sides of the railroad tracks (No. 25). ammunition dumps because ammunition cases in trucks which were to be dispatched to the dumps in question.
19. there is a new airfield 47 kilometers southwest of Pskov. From the rail stop near Ostrov (N 57-20, E 28-18) it is but a short distance to the airfield which is located west of Palkino (N 57-32, E 28-00).

See sketch of the Pskov area on the following two pages.

SECRET/CONTROL US OFFICIALS ONLY

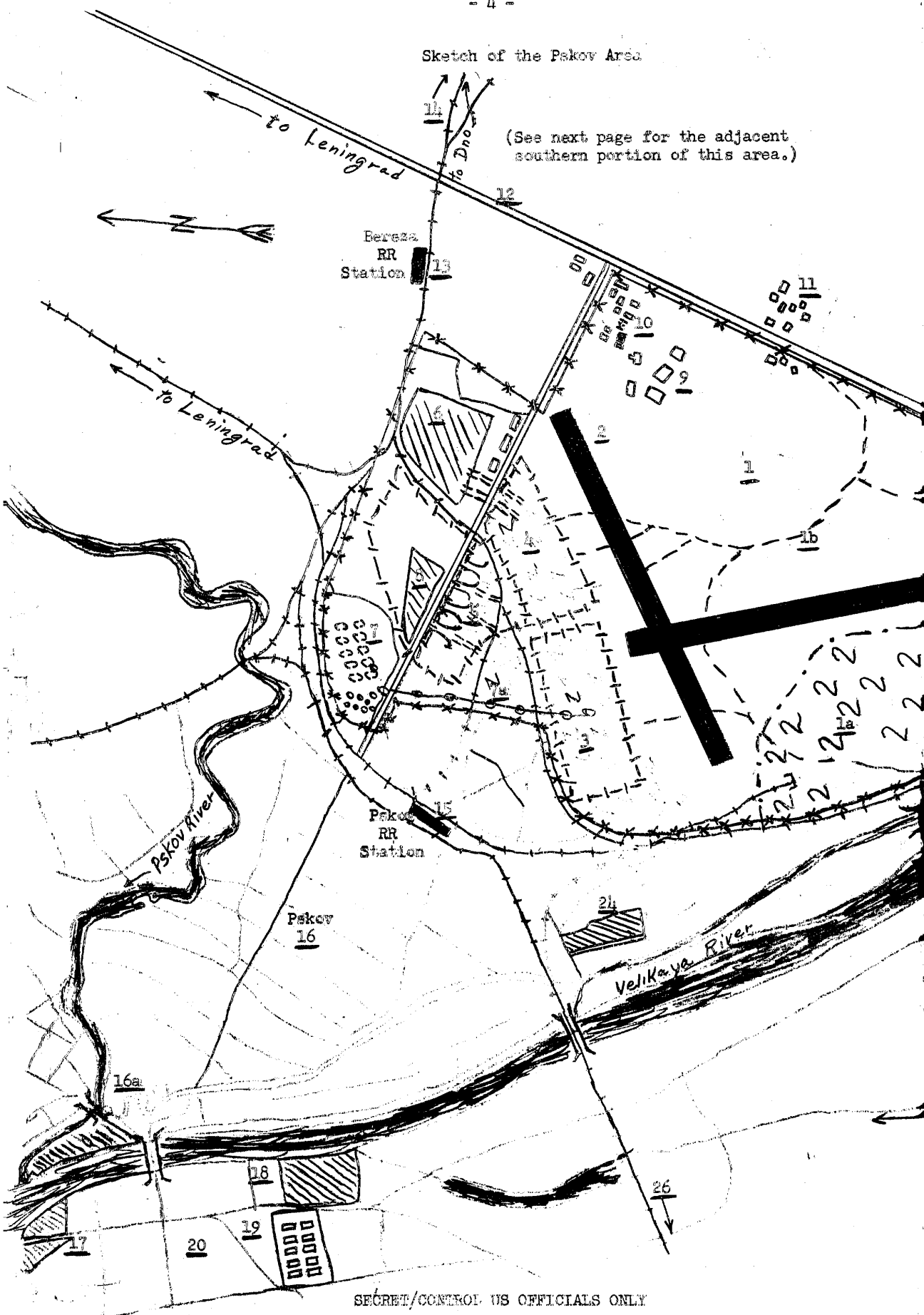
SECRET/CONTROL US OFFICIALS ONLY

25X1

- 4 -

## Sketch of the Pskov Area

(See next page for the adjacent southern portion of this area.)



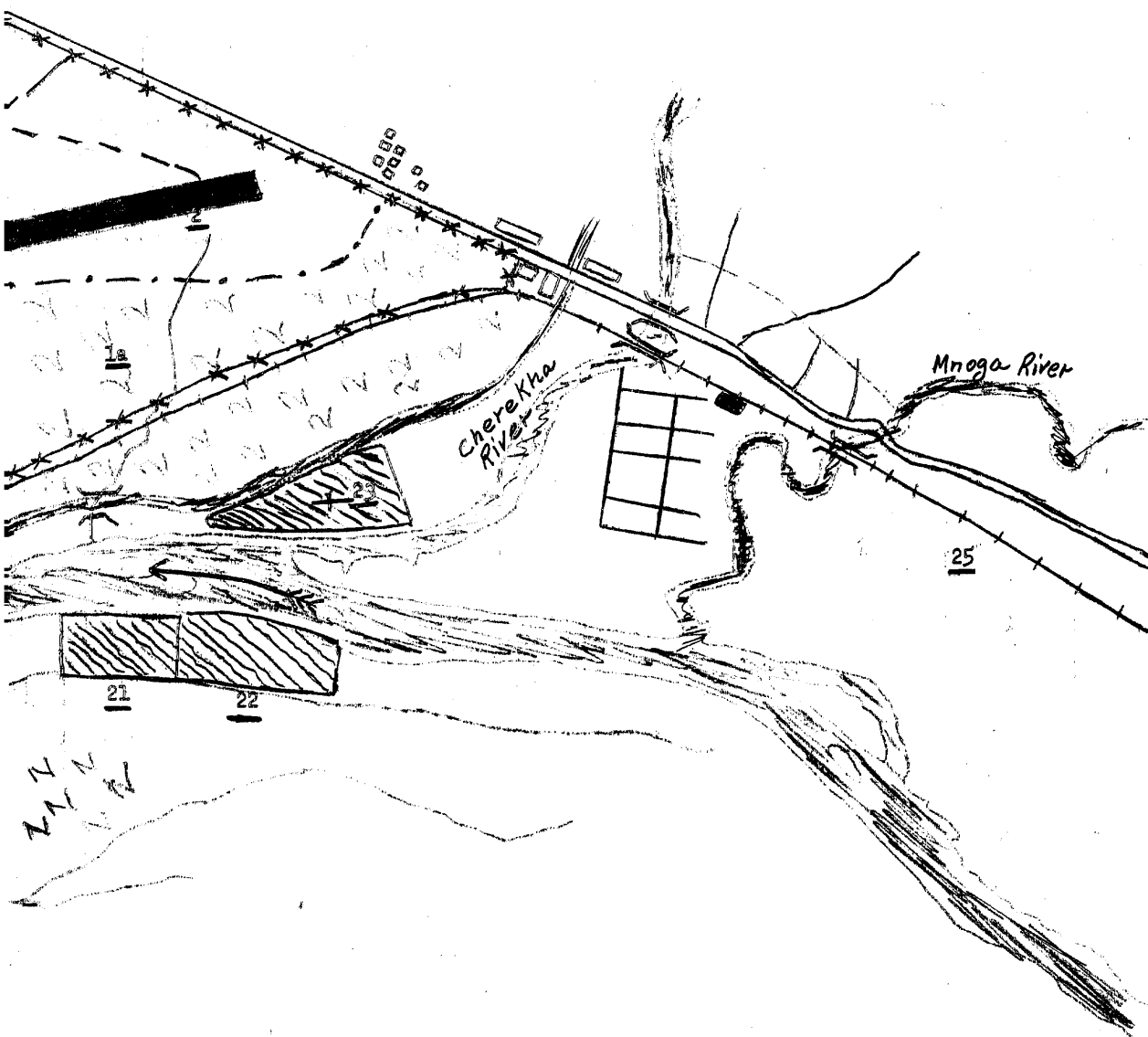
SECRET/CONTROL US OFFICIALS ONLY

SECRET/CONTROL US OFFICIALS ONLY

25X1

- 5 -

Sketch of the Pskov Area (second part)



SECRET/CONTROL US OFFICIALS ONLY



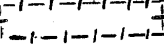
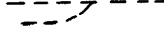
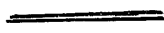

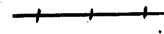

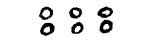
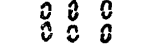
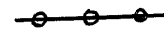
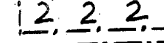
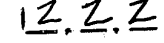
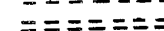
SECRET/CONTROL US OFFICIALS ONLY

25X1

- 6 -

Legend to Sketches on Pages 4 and 5

Scale 1:25,000

	Boundary of the airfield.
	Concrete runway.
	Underground installations.
	Drainage system.
	Main highways.
	Other roads.
	Railroads (wide gauge).
	Bridges.
	Above-ground oil tanks.
	Underground oil storage.
	Underground gasoline piping.
	Woods of deciduous trees.
	Woods of coniferous trees.
	Tunnel to ammunition dump.

## 1. Airfield

- 1a. Deciduous woods in the southwest area of the airfield.
- 1b. Underground drainage system as indicated by broken line.

## 2. Airfield runway.

- 3. Underground aircraft hangars dug into small hills which are covered with coniferous trees.

- 4. Underground workshops part of which are still aircraft hangars.

- 5. Four wide entrances to the underground installations.

- 6. Airfield ammunition depot part of which is underground.

- 7. Fuel storage tanks part of which are underground.

- 7a. Underground gasoline piping to hangars at point 3.

- 8. Small barracks.

- 9. Three old above-ground aircraft hangars.

- 10. Small above-ground airfield buildings.

- 11. Training installation at the eastern edge of the airfield.

SECRET/CONTROL US OFFICIALS ONLY

SECRET/CONTROL US OFFICIALS ONLY

25X1

- 7 -

12. Highway to Leningrad.
13. Bereza railroad station with several loading sites.
14. Large fuel storage area in woods on rail line to Dno.
15. Pskov railroad station.
16. Center of the city of Pskov.
  - 16a. Kremlin, the seat of the rayon administration.
17. Tannery and furriery.
18. Omsk Barracks.
19. Barracks camp, part of the Omsk Barracks.
20. Barracks, damaged and not in use.
21. Houses belonging to the so-called New Barracks.
22. The so-called New Barracks.
23. Former monastery and directly adjacent barracks.
24. Vehicle repair shops.
25. Presumed ammunition depot south of the Mnoga River.
26. Artillery range located in the direction toward Estonia.

Some installations are located on the sketch although not given in the text.  
The sketch was drawn from a Soviet map.

SECRET/CONTROL US OFFICIALS ONLY